





LOS ANGELES CHARTED VFR FLYWAY PLANNING CHART

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

LEGEND

- Paved Runways: NAME (NAM)
- Unpaved Runways: NAME (NAM)
- AIRPORTS: NAME (NAM)

NAVIGATIONAL AIDS

- VOR-DME (DLG 138.8)
- NDB (DCW 262)
- VORTAC (PPS 121.8)
- VOR-DME (KIP 110.7)
- NDB-DME (RMW 320)

AIRSPACE INFORMATION

CLASS B AIRSPACE

CLASS B SURFACE AREA

EXAMPLES OF CLASS B AIRSPACE ALTITUDES

- 70: Ceiling in hundreds of feet MSL
- 30: Floor in hundreds of feet MSL

Mode C (see FAR 91.215/AIM):

Ceiling of Class B airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

CLASS C AIRSPACE

CLASS C SURFACE AREA

CLASS D AIRSPACE

CLASS E (sfc) AIRSPACE

Class D Airspace

Class E (sfc) Airspace

Prohibited, Restricted, and Warning Areas; Collision Advisory, Danger and Restricted Areas

Alert Area and Military Operations Areas (MOA)

SPECIAL USE AIRSPACE

Prohibited, Restricted, and Warning Areas; Collision Advisory, Danger and Restricted Areas

Alert Area and Military Operations Areas (MOA)

SUGGESTED VFR FLYWAY AND ALTITUDE

IFR DEPARTURE ROUTES

IFR ARRIVAL ROUTES

OBSTRUCTIONS (Selected)

MOUNTAIN TOP OR PEAK AND SPOT ELEVATION

NOTES:

Operating Rules and Pilot Equipment Requirements. Regardless of weather conditions, an ATC authorization is required prior to operating in the Class B airspace. Pilots who do not have an authorization to operate within the Class B airspace unless the requirements of FAR 91.21 and FAR 91.31 are met. Among those requirements are:

1. Use of an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B airspace.

2. No person may take off or land a civil aircraft at the Los Angeles International Airport unless the pilot in command has a current and valid certificate or rating for the aircraft being operated.

3. No person may take off or land a civil aircraft at an airport within the Class B airspace or operate a civil aircraft within the Class B airspace unless the pilot in command has a current and valid certificate or rating for the aircraft being operated who has the requirements of FAR 91.65.

4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a public airport shall operate at or above the designated floors within the lateral limits of the Class B airspace.

5. An operating VOR or TACAN receiver for IFR operations.

6. A transponder with automatic altitude reporting equipment.

IFR FLIGHTS - Aircraft operating within the Los Angeles Class B airspace must be operated in accordance with ATC clearance or instructions.

IFR PROCEDURES

Arriving aircraft should contact the appropriate approach control on specified frequencies and in accordance with the geographic boxes shown on the approach chart. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing procedures.

Aircraft departing the primary airports are required to advise clearance delivery prior to taking off their assigned headings. If an aircraft departs from a point other than the primary airports whose route of flight would penetrate the Class B airspace, such information should be given to ATC at the appropriate frequency.

All aircraft operating within the Class B airspace must obtain an clearance to enter the Class B airspace and will be handled on an ATC working permitting basis.

AIR PROCEDURES

All aircraft will be controlled and separated while operating within the Class B airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other monitor procedures will be applied as required or deemed appropriate. Traffic information on observed radar targets will be provided on a working permitting basis to aircraft operating within the Class B airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.

LOS ANGELES CLASS B AIRSPACE

SEE TABLE ABOVE

